



**Greater Boston Breathes Better (GB3)
Working Group Meeting
April 10, 2006 - 2 PM
Cambridge City Hall Annex
Meeting Notes**

Attendees

John Bolduc, City of Cambridge
David Cash, MA EOE
Tony Chaves, MA EOE
Jean Clark, City of Cambridge
Lucy Edmondson, EPA
Ona Ferguson, CBI
Patrick Field, CBI
Jesse Foote, Harvard University
Andy Frongillo, Burke Oil
David Harris, Harvard University

Halida Hatic, EPA
Sam Krasnow, Environment Northeast
Steve Lanou, MIT
Sam Lipson, Cambridge Health Dept
Holly Parker, Harvard University
Susanne Rasmussen, City of Cambridge
Shannon Riffe, MASCO
Alison Sander, AltWheels
Carl Spector, City of Boston
Ellen Tohn, Asthma Regional Council

Action Items

- David Cash will send a version of his presentation to the working group for feedback on health impacts and the chart of possible components.
- Ellen Tohn and Susanne Rasmussen will target Cambridge hospitals like Mt. Auburn for construction retrofits.
- GB3 will consider sharing retrofits information at one of MASCO's regular meetings.
- Contact Sam Krasnow for more information on the construction retrofits bill moving through the state legislative process.
- Contact Alison Sander to be part of the AltWheels festival in the fall.
- EPA will forward the retrofits and clean school bus RFP upon its release.
- Let EPA or CBI know of funding source ideas for the small businesses program.
- CBI will send out the small businesses certificate program model for feedback.

- CBI/EPA will look into the possibility of working with The Boston Foundation through a new focus on transportation.
- David Harris and Lucy Edmondson will work on developing outreach to the Massachusetts Municipal Association about construction retrofits.
- Halida Hatic, John Bolduc, and Patrick Field will look for overlap between Cambridge's Climate Leader program and GB3's small businesses program.
- CBI/EPA will consider offering a meeting for DCAM contractors as the requirements go agency-wide.

Introductions and Agenda Review

Participants were welcomed to the meeting and everyone was introduced.

Statewide Diesel Approach

David Cash presented an overview of his ideas on why this might be a good time to develop a statewide approach to addressing diesel pollution. Recognizing that the timeline is fairly short, he noted that his target for release of a statewide strategy is this summer. The MA Department of Environmental Protection (DEP) has completed an inventory of diesel sources inside the state, which will be released shortly.

David shared data on diesel and health, making the case for controlling diesel emission in terms of health and state expenditures. The direct annual medical costs of diesel pollution borne by the Commonwealth annually are substantial.

David is getting input from a wide range of stakeholders on how to address diesel in Massachusetts in a collaborative way, learning which options make the most sense. The goal of a state strategy would be to serve as a catalyst for a more comprehensive policy in the future, and it would target low-hanging fruit and sensitive populations. The roadmap he outlined is that the strategy would first identify goals to accelerate federal actions. It would also provide a framework for prioritizing strategies considering cost effectiveness, carrots and sticks, and building on the work of DEP, EPA and others.

The DEP diesel inventory shows sources of diesel emission, half of which are from on-road vehicles, half from off-road vehicles, but it does not address exposure or risk.

Ideas and discussion about this strategy and moving forward included:

- Could MA decrease PM2.5 emissions by 75% by 2015?
- Could MA retrofit all school buses by 2015?
- How do we combine state and federal standards on fuel and new engines?
- Because EPA fuel and engine standards apply to new engines, how should MA best address the older engines in the state?
- Could EOEA provide or find retrofit grants for school buses, from EPA, the state, CMAQ, federal highway money?
- Could EOEA provide or find retrofit grants for the regional transit authorities?

- Beef up anti-idling enforcement and toolkits.
- Develop and enforce new state retrofit contract specs (including for hospitals).
- Tighten and enforce new MA opacity regulations. There could be political will to do this. It may be easier politically than trying to put regulations on municipalities that will cost them money.
- Whether or not there are new state regulations on trucking, enforce what exists.
- Focus on the largest fleets in MA, whether federal or private. These might include the USPS (which has approximately 14,000 vehicles in MA), FedEx, DHL and Pepsi. Private companies send their alternative vehicles to states that demand them, so MA should be demanding use of these vehicles.
- There was a meeting in 2005 of large fleets in New England. Perhaps David Cash could present to this group if they meet again.
- Add cleaner fuels and biodiesel (especially for off-road vehicles) to the strategy, as they are easy and worthwhile for air quality improvements.
- The strategy ought to be connected to greenhouse gas arguments.
- The strategy should also 'encourage' hospitals to do retrofits.
- Electrify truck stops. This is a win-win situation. Trucks operators benefit from fuel savings while the Commonwealth benefits from reduced emissions.
- Require retrofits whenever any state money is involved in a project (similar to the green building requirements).
- Half the school buses in MA are privately owned, half publicly owned. The privately owned ones have lots of new technology to increase efficiency. The public ones do not. If EOEA would help municipalities buy high tech mapping programs and provide free consulting for municipalities on route planning, municipalities could potentially drive shorter distances, thereby burning less fuel and reducing emissions. EOEA could offer a savings plan to towns whereby towns receive route planning assistance that saves them a certain amount, and then put a percentage of that saving towards retrofits.

Project Review to Date

Since the last Working Group meeting, GB3 has organized and run several events. Other Working Group members have been making progress on related projects as well. Participants briefly updated the group on some of their projects, described here.

1. Press Event: In November, GB3 organized a kickoff/press event. This was held on City Hall Plaza, in front of several different types of retrofitted equipment, including a school bus, trolley, MASCO shuttle and a piece of construction equipment. During the event, EPA announced a new grant to GB3 partner, MA EOEA, presented certificates to GB3 members, and spoke to the press. EPA New England Regional Administrator Robert W. Varney, Transportation Secretary John Coglianor, Chief of Environment and Energy for the City of Boston Jim Hunt and others made remarks, which was covered on television and in the Boston Globe.

2. Diesel Retrofits Workshop: On March 31, GB3 organized a workshop on diesel retrofits and contract requirements. Participants included representatives from MIT, Harvard and hospitals such as Dana Farber Cancer Institute, and the cities of Cambridge, Boston, and Natick. Representatives from the Big Dig, MA DEP, and the Connecticut Department of Transportation gave presentations on their experiences with implementing retrofit requirements. Two retrofit technology vendors provided information and background on the technologies that are available for off-road vehicles. Those who have experience with retrofits shared information, and there was a candid discussion about the challenges of putting retrofit requirements into bid specs.

Contractors did not oppose the idea, especially where there were cost-sharing options. There was agreement among many that uniformity across bid specs, clarifying parameters and flexibility, and including the requirement upfront rather than as an addition is important. Some concerns were voiced about shorter term, smaller equipment and smaller contractors. GB3 will follow up by developing guidelines for contracting and to continue the conversation with contractors.

3. EOEA Grants: MA EOEA has issued an RFR for the installation of retrofit technologies on paving equipment operating in EJ communities. The deadline for application is May 22. The money can be used for a range of retrofits technologies available under the state contract.

4. MIT-Cambridge Collaboration: MIT and Cambridge received a 2004 National Clean Diesel Grant from EPA for \$84K to equip vehicles in the City's Department of Public Works and MIT's Department of Facilities with advanced pollution control devices. The project will retrofit 32 (or as many as possible) vehicles with diesel oxidation and crankcase ventilation filters. Installation is expected in late spring/early summer.

5. DEP School Bus Retrofits: Cambridge received DEP grant funds to retrofit six school buses with diesel oxidation catalysts.

6. Hospitals: Ellen Tohn has been working with Boston University/Boston Medical Center and Dana Farber Cancer Institute to encourage construction retrofits on upcoming projects. Dana Farber is interested, while BU/BMC is hesitant, given publicity around their biolab.

Discussion on hospitals: There have been idling problems with the Partners shuttles. It might make sense to target Cambridge hospital like Mt. Auburn. The Longwood hospitals meet regularly at MASCO. Could retrofits be linked to the Green Guide to health care?

7. Construction Retrofit Bill Update: Sam Krasnow noted that the state legislature has moved the construction retrofit bill to the house ways and means committee and it has been renamed to H4719. A coalition of groups are watching and supporting this bill. He passed out information on the bill.

8. Massport Retrofits: Massport has been having trouble finding private partners to work with and so will retrofit their own vehicles.

9. Harvard: Harvard will be field testing the particulate catalyst (DCL's new type of retrofit) on four vehicles including two shuttles. This technology is a hybrid between a particulate filter and a DOC that will not require as high temperatures. This will be one of the US field tests, and will begin in the next few months.

10. AltWheels: The Altwheels Festival will be held on Boston City Hall Plaza in September. Any group that wants to table or do something for the festival is welcome. It would also be possible to give press through the festival to anyone who has done especially good work. There will also be a fleet day for just for fleet managers and technicians.

11. Harvard and ULSD: David Harris is talking with Burke Oil about ULSD coming to market as it relates to construction. It is fairly easy to get ULSD to construction sites, but does require contractors pay a company to deliver the fuel. Due to state law, Harvard cannot deliver above a certain amount itself. Harvard is working with Burke Oil to determine the minimum delivery requirements, the delivery charge, and how to minimize cost impact and increase ULSD availability to contractors.

GB3 Funding and Staff Update

Through various grants and EPA funding, GB3 has the money to carry CBI (Patrick Field and Ona Ferguson) through most of 2006. Sarah Barbrow at Environmental Defense donates some of her time to GB3, and will do so through June 2007. Halida Hatic and Lucy Edmondson from EPA are also providing staff support to GB3. The Boston Foundation grant that was received in 2005 has been spent, and CBI/EPA will be inquiring about opportunities to continue forward with their TBF support, but for the rest of the calendar year there is enough money to carry on with GB3 efforts.

EPA announced that instead of running a national clean diesel and clean school bus competition, money has been distributed to regions. In New England, the money is coming to EPA for the eight states in the Northeast Diesel Collaborative. The RFP will be issued by EPA Region 1 in the next two months. State and local governments, federally recognized Indian Tribes, universities, colleges, hospitals, environmental organizations, and other non-profit organizations interested in establishing innovative projects to reduce diesel emissions in their communities will be eligible to apply. Information on this RFP will be shared with the Working Group upon its release.

Ideas for Upcoming GB3 Projects

The goal of GB3 is to help organizations take voluntary action to reduce air pollution. Current project ideas include:

Small Businesses Certification Program: Could it be beneficial to create a menu-driven points approach for those businesses that have a hard time meeting EPA program requirements? The Implementation Team (primarily Lucy, Halida, Pat, Sarah and Ona) showed the small business program model to companies for their thoughts and ideas. It is a points-based system that includes a menu of options, and once companies reach a certain number of points, they are eligible for recognition by GB3, on the EPA website, and potentially elsewhere. Points are granted for actions such as providing partial transit subsidies, promoting idling reduction, and car-sharing. Getting this type of program up and running fully would require a staff person (currently impossible due to financial constraints). Creating a program like this through EPA would require a lengthy approval process, so doing it through GB3 would be best. If anyone has funding ideas, please pass them on to EPA/CBI.

Discussion: The Boston Foundation has identified transportation as a critical issue for the city. The Greater Boston Chamber of Commerce might have funding, and Alison Sander has contacts there. Cambridge has a Climate Leader recognition/logo/technical assistance program on greenhouse gases. Halida Hatic, John Bolduc, and Patrick Field will look for synergy between this and the GB3 small businesses initiative.

Massachusetts Municipal Association: GB3 is thinking of reaching out to the municipalities about construction retrofits and contracting language, possibly working with David Cash, especially if EOEA is identifying funding for this type of effort. David Harris and Lucy Edmondson will work on this.

Discussion: Timing is key - approach towns after their town meetings. All MA municipalities are struggling with costs this year, in part due to the cost of utilities. It could be effective to go to towns with financial offers to help, especially any state-level efforts to reduce the cost of biodiesel. MMA might be interested in retrofit requirements and addressing pollution from school buses. See bullet on page 3 about school buses and incentives for municipalities to retrofit. When municipalities hire small companies to do things like plough snow and landscaping, they should get these vehicles into compliance through municipal contracts.

Spreading the Word About GB3: What is the best way to market GB3, to increase awareness of voluntary programs and options? The more the GB3 network grows, the more we will be able to accomplish.

Discussion: If the goal is to promote GB3, ask Working Group members to put GB3 contact info and the GB3 website URL on their websites, which will help people find the GB3 resources and general information. The GB3 website should have updated, useful documents. If the goal is to increase actions taken, it is important to make all information available to help partners and others adopt various voluntary actions. Note all the voluntary programs that are available through EPA and why people should consider retrofits, and have documents ready for people to use in simple word or excel (not powerpoint) documents.

Participants brainstormed about additional project areas for GB3 going forward, including:

- Collaborating with Boston and Cambridge on targeting autobody shops for compliance with state regulations on storage of toxic materials and asking them to do retrofits as well.
- Do a retrofit-type event at MASCO hospital meetings.
- Target hospitals more generally.
- Present on retrofits for the American Public Works Association.
- Look for opportunities to partner with the MA Public Health Association on air quality issues. MPHA does lots of lobbying and legislative work, and is comprised of local boards of health in MA.
- The MA Area Regional Transit Authority is putting together a white paper of their position on alternative fuels for vehicles. Paul Revere is a big part of that effort, and it would be a good target audience. David Harris has a contact there.
- Big private fleets are acquiring hybrids, does GB3 need a statement on this?
- Alison Sander met the MA state police who are the Truck Enforcement Team. Could we work with them?
- Cambridge and Boston traffic enforcement officers are the first line on enforcement. Should GB3 present to them?
- Talk with MAPC? They are very involved in inter-municipal purchasing agreements and run the metro-mayors coalition, which has high involvement by city managers and mayors. Barbara Lucas at MAPC works on this.

Honing GB3's Working Group

GB3 has an informal WG that meets a few times a year, with varying participation. The Implementation Team has the most time and resources to work on GB3 projects, and presented a proposal for getting more active support from WG members for activities such as organizing workshops, reaching out to organizations, and growing general GB3 capacity by creating a Leadership Team of 4-6 WG members. In such a system, the WG would stay the same (with broad membership, information flowing openly, meetings occasionally). A Leadership Team would be a smaller group of people who would review work plans, generate ideas, educate constituents, maybe fundraise, and help the Implementation Team accomplish tasks. The Leadership Team could have monthly conference calls for 45 minutes and face-to-face meetings a few times a year. These people would offer a bit more commitment between meetings reviewing documents, spreading the word, etc.

Participants responded to this idea by noting that the broad membership and face-to-face WG meetings are of value to GB3 WG members, and that one primary goal should be to keep that WG connected. There was concern that such a core team could distance other WG members and make it less likely that they would participate. It was suggested that instead of selecting a specific small group the Implementation Team goes to regularly for

support, WG members should be targeted for advice and help on particular activities as needed. Participants seemed to agree that they would be willing to be more involved on specific projects, and that they are happy to provide help when a need is identified.

One idea for increasing efficiency of meetings was to bundle meetings around different topics, so that immediately before a WG meeting there might be one hour for those interested to get together to talk about a particular subject, and there might be another focused conversation immediately after WG meetings. The Implementation Team can also set up conference calls when looking for input and send out the call in number widely for any WG member that wants to weigh in.

Adjourn

The meeting was adjourned at 4:00pm.